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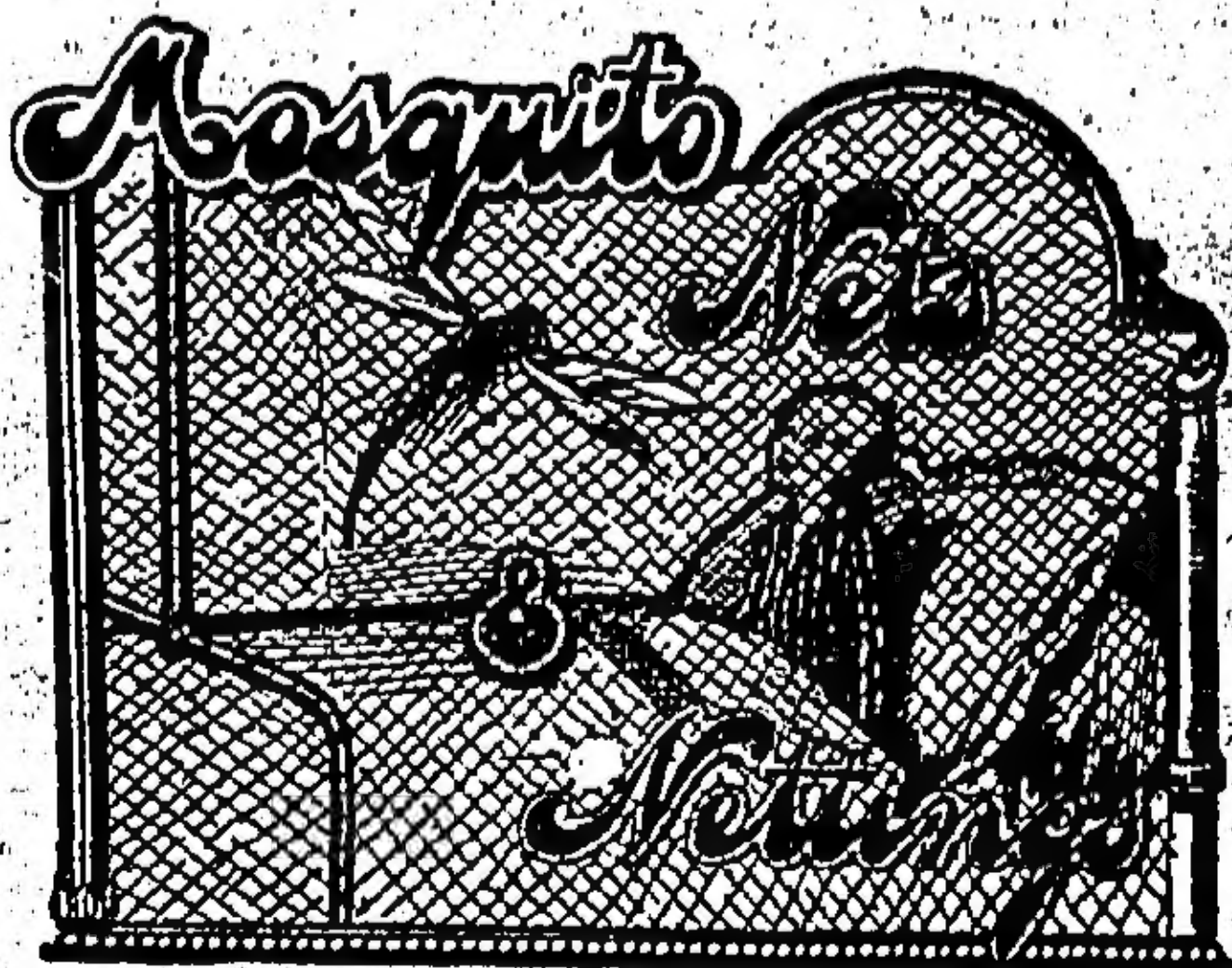
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THE DIPLOMATIC BODY AT PEKING.

The death of H.E. Don Luis Pastor, Envoy Extraordinary, and Minister Plenipotentiary of Spain, at Peking, which occurred on Monday evening after a long illness, once more raises a question which has previously been lightly touched upon in these columns: namely that of the position of Doyen of the Diplomatic Body. The late Spanish Minister, who was formally accredited to China in April, 1910, has officiated as Doyen on several occasions, notably at the formal inauguration of President Yuan Shih-kai, when Sir John Jordan, who was senior to him by nearly four years, was absent from Peking. After his return from leave some months ago, he automatically succeeded to the office as the result of the retirement of the British Minister. The Minister next in seniority to him, who will now become Doyen, is H.E. Batilha de Freitas, the Portuguese Minister, who has just returned to the Capital from a trip to the South.

In most Diplomatic centres the office of Doyen of the Diplomatic Body is a nominal one. The senior Ambassador or Minister merely takes precedence of his colleagues at all State functions, and acts as their spokesman in the conveyance of joint congratulations, or messages of condolence. Meetings of the whole Diplomatic Body are rarely if ever held. Only on very exceptional occasions would the Doyen have to address to the Government to which he and his colleagues are accredited, joint representations of other than a purely formal character. In Peking, however, the office of Doyen is one of the utmost importance. The Treaty Powers have numerous interests in common arising out of a succession of Treaties conferring "most favoured nation" treatment, regulating the Customs Tariff and procedure, excluding their nationals from Chinese jurisdiction, and providing for reparation for the Boxer Outbreak. Hardly a week passes that questions do not arise that necessitate joint representations from the Diplomatic Body to the Chinese Government. And if the present system were abandoned, and each Legation took upon itself the duty of addressing requests and protests to the Chinese Government, endless confusion and overlapping would result. The Doyen, therefore, has a position of great responsibility. He not only presides over the conferences with his colleagues. To him are entrusted the duties of drafting circulating and transmitting the despatches embodying their decisions, and of receiving, filing and circulating the Chinese Government's replies. A good Doyen, supported by an efficient staff, and familiar with all precedents and previous correspondence, can save his colleagues endless trouble, and also materially assist in guiding their decisions. While a Doyen who does not possess an adequate staff, or the requisite knowledge of the issues that have to be dealt with, may be the innocent cause of frequent delay and indecision in the presentation of the representations of the Diplomatic Body.

It is notorious that matters were far from satisfactory during Don Luis Pastor's last term as Doyen. He suffered from almost continuous ill-health. He had not an adequate staff for the discharge of the additional duties that were thrust upon him. And deservedly popular as he was among his colleagues, there can hardly have been one of them that did not deplore the transfer of the leadership of the Foreign Ministers from the British to the Spanish Legation. It is not our purpose, and would certainly not be becoming, to make any reflections upon the memory of the Minister who had represented Spain in Peking for exactly eleven years on the day of his death. But now that the responsibilities he endeavoured to shoulder with the inadequate aid of a single Spanish Secretary, and a British interpreter, have to be transferred to one of his colleagues, it seems opportune to consider the question of the succession to the Doyenship.

Next in seniority to the late Don Luis Pastor, as we have already mentioned, stands H.E. Batilha de Freitas, Minister of Portugal at Peking, who assumed office on January 24th, 1913. His staff consists of a single Secretary-Interpreter, who to the best of our belief was born and bred in the Far East, and who can certainly have had no experience of Diplomatic work of the character which he will now have to undertake. The interests of Portugal in China are infinitesimal, and are practically confined to Macao. In the last Customs returns, Portuguese trade figures at 0.06 per cent. of the whole, only six vessels of a total tonnage of 1,409 having cleared in Chinese Ports in 1919. Conditions, therefore, hardly appear to warrant an increase of the Legation Staff sufficient to ensure the efficient discharge of the duties of Doyen. We doubt very much whether the Portuguese Minister relishes the idea of taking up that office, though he will doubtless be pressed to do so by the representatives of other small States who resent the idea that the post of Doyen should invariably be held by a Minister of one of the larger Powers.

The treatment of the smaller nations at Versailles, where the "Principal Allied and Associated Powers" assumed control of the Peace Conference, is largely responsible for this resentment. It must be doubted, however, whether the smaller Legations will derive any permanent satisfaction from the acceptance by one of their number of an office which cannot conceivably be filled with efficiency to which the Diplomatic Body became accustomed during the long term for which the late British Minister officiated. And rather than court inevitable comparisons and criticism they would surely be well advised to allow the office to pass into one of the larger Legations.

(Continued at foot of next column.)

CHINA AND EXTRA-TERRITORIALITY.

MR. SIMPSON'S DECLARATION.

A demand by China for the abolition of extra-territoriality will not be a problem of practical politics for 10 or possibly 15 years, emphatically stated Mr. B. Leckie Simpson, Adviser to the President of China and virtual director of the bureau of information of the Chinese Foreign Office, when seen at the Grand Hotel at Yokohama. Mr. Simpson, more widely known by his pen name, Putnam Weale, was en route to America and Europe on the steamer *Kumano Maru*, and it was in connection with the purposes of his trip that the subject of extra-territoriality came up.

"China will not demand the abolition of extra-territoriality until her legal codes are completed," he continued, "which will take close to 10 years longer. I know that certain of our friends have spread about the information that I am going to America and Europe to work for the abolition of extra-territoriality, but there is not a grain of truth in it." Mr. Simpson then explained the mission on which he is going to Canada, the United States and Europe, a trip which he expects to take him from six to eight months.

Mr. Simpson's mission to foreign countries is mainly to gather information regarding the attitudes and the contemplated policies of the governments of the foreign countries regarding foreign affairs, especially those concerning the Far East. He will transmit this information to the Peking Government, which will make use of it in formulating its foreign policy. "The League of Nations is in the melting pot now," he said, "and the Chinese President and Cabinet want to know what the leading nations of the world are going to do." He expects to spend from one to two months in Canada, the United States, England and France and then return and report to the Peking Government.

Incidentally Mr. Simpson will endeavour to disseminate some information concerning the Orient while he is in foreign countries, thus giving out as well as receiving information. He now has an engagement to speak at Carnegie Hall, New York City, and expects to give addresses, or lectures, in Washington, Chicago and several other cities. Mr. Simpson is accompanied by Mrs. Simpson, a *Japan Advertiser*.

SEAPLANES ON UPPER YANGTZE.

SERVICE BETWEEN ICHANG AND SZECHUAN PORTS.

According to one of the local Japanese papers, a scheme is being launched to start a seaplane service between Ichang and Szechuan ports.

It will be remembered, states the report, that some time ago a seaplane, owned by Matsuo, a returned student from France, who will use the machine in an attempt to make a flight on the Yangtze River between Ichang and Chengtu. The machine is a French 1919 type, and is capable of flying 140 li an hour from Ichang to Chungking in 10 hours. Thirty passengers and mails can be carried on each trip, the expense of which will about \$7000. Each passenger will be charged \$60 per trip and this together with mail-carrying fee is expected to bring in profits which will in a short time repay the cost of the machine, \$30,000.

The paper points out that, should the scheme prove to be successful, it will greatly facilitate traffic and other communications between Ichang and towns in the interior of Szechuan, and will prove a great convenience to everybody concerned.

In conclusion, the paper states that the Szechuan railway project has been talked about for more than 30 years but nothing has resulted from it; steamship lines have been partly successful, but not so much as their promoters like to see; and an aeroplane service has been mentioned, but so far nothing has materialised.—*N. C. Daily News*.

What this country wants at present is not battleships; it wants five years at least of steady industrial production and of diminishing taxation.—*Reynolds's Advertiser*.

In this connection it should be emphasized that the question would have been solved automatically if the United States Congress had endorsed the proposal to elevate the American Legation to the rank of an Embassy. The other great Powers would then have felt compelled to follow suit, and the post of Doyen of the Diplomatic Body would have been taken in rotation by the ambassadors. The only argument that appeals to us in favour of what we should regard as a premature step, is that it would restrict the succession to the office of Doyen to Diplomats whose staffs were adequate for the efficient discharge of its duties. Practical considerations, rather than those of amour propre, ought, however, to convince the Chiefs of the smaller Legations that insistence upon a technical right may impair the fulfilment of the tasks entrusted to the Diplomatic Body in Peking, many of which can only be carried out by joint action. And if recent experience be repeated, the representatives of the "Principal Allied and Associated Powers" may find it imperative, while conceding to the Doyen the ceremonial duties attaching to the office, to form a smaller circle within the Diplomatic Body, and conduct their business with the Chinese Government without his intervention.—*Peking and Tientsin Times*.

CHINESE NEWS ITEMS.

[ASIATIC NEWS AGENCY.]

SHANTUNG'S BUDGET—JAPANESE LOANS.

General Tien Chung-yu, military governor and civil administrator of Shantung, sent to the provincial assembly recently a dispatch on the financial position of Shantung for the 10th year of the Chinese republic (1921). The total annual revenue of Shantung, he said, was exactly ten million dollars; but expenditure amounts to nearly twelve million dollars. The Shantung provincial army costs about seven million dollars per annum and the remaining five millions are spent on civil administration, such as police, educational and various other purposes. Through a disbandment, two million dollars will be saved every year from 1921, so that the expenditure will equal the income of the province. But on account of the Hunan expedition in 1917, when this province sent two army divisions to Changsha and Yochow in the hope of subjugating Kwangtung, a loan of four and a half million dollars was contracted from the Japanese Bank of Korea and the Sino-Japanese Industrial Development Corporation of Peking, in addition to the amount of three million and two hundred thousand dollars contracted for short-term Japanese loans for military purposes by the former provincial governments of Shantung with the sanction of the T'uan Chi-jui and the Terauchi Cabinets. Further, with the exception of these Japanese loans, there are about one million and three hundred thousand dollars treasury bonds, which are to be redeemed this year. As these are due this year, the provincial government proposes an increase in the land tax to 60 dollar cents on every tael for a period of five years. It is estimated that about ten million dollars will be collected in the next ten years, that is to say, two million dollars per annum if the bill meets with the approval of the provincial assembly. The increase in the land tax will cease after five years and the proceeds will be specially kept for the payment of the Japanese loans and treasury bonds. This is the first time a proposal for an increase in the land tax has been made in the country and it is expected that the bill will be rejected by the assembly.

MORE MONEY WANTED FOR TROOPS.

With reference to the enlistment of new recruits for service in the Three Eastern Provinces of Manchuria and the Chinese Chambers of Commerce who describe it as a pretext for the further aggrandisement of his power and position. Marshal Chang Tso-lin has sent the following official despatch to the Peking Government:—

"Owing to the existing unsatisfactory situation in Mongolia and the ever-increasing menace of the Russian Bolshevists from Siberia, the presence of large military forces is required for the suppression of the Hungtuzes or mounted bandits and for various other preventive purposes in Fengtien, Kirin and Heilungkiang. Further, strong forces are required for guarding the Chinese Eastern Railway through which Russian, Bolshevists and Communists might enter Chinese territory unless we are always on our guard against their entry." On account of this, the Mukden Government has given orders for the enlistment of two new mixed brigades of infantry, cavalry and artillery solely for service within Manchuria. For the maintenance of the new troops, the Peking Government is requested to grant the sum of two hundred thousand dollars per month from the Salt receipts of Manchuria. This amount of two hundred thousand dollars should be paid to the Fengtien Government every month regardless of the annual receipts from salt.

According to telegrams from Peking, these "requests" have been granted by the Ministries concerned.

CHINA'S AVIATION DEPARTMENT.

The Chinese Government's Aviation Department has been placed by Presidential Order under the command of the Ministry of War with General Ting Ching as its chief. He will manage the department under the direct instructions of General Ching, the Prime Minister. But both General Tiao Kun and General Chang Tso-lin refuse to put the branch aviation departments in Paoing and Mukden under the orders of the Central Government. The two High Inspecting Commissioners want to make the aviation offices in Paoing and Mukden as units of the Chihli and the Fengtien armies independent of Peking, so that, in case of emergency, they can use the aeroplanes and aviators without hindrance or interference.

The Aviation Department has sent in a memorial to the President concerning the proposed Peking-Shanghai air mail service to be inaugurated in July or August this year. According to the memorial, aviation development in China has been divided into three stages and the hope is expressed that China will be able to manufacture her own air machines within the course of the next ten years. Regarding the proposed flying from Tokyo to Peking by students of the Japanese Government aviation school in May this year, the Chinese Government has sent a note to the Japanese Legation agreeing to Japan's proposal under certain conditions.

CHINA'S NAVAL HEADQUARTERS.

The Peking Government has sanctioned the removal of the headquarters of the Commander-in-Chief of the Chinese Navy, Admiral Lan, to Nainzhan so that the Chinese Government Dockyard at Kaohsiangmin can be enlarged. The Dockyard requires immediate extension so as to make it one of the largest ship-building yards in the Far East. The new office of the Naval Commander-in-Chief will cost about two hundred thousand dollars which will be paid by the Kiangnan Dockyard.

A RUGBY FOOTBALL PROBLEM.

What are the qualifications, asks *The Times*, apart from skill in the game, which should rightly entitle a rugby football player to inclusion in one or other of the four international teams? This ancient controversy is today more acute than ever. Wales, in particular, already smarting under the defection of some of her best players to the Northern Union, seems to suffer from the vague and sometimes contradictory conventions of the present system. Her chief grievance is in connection with the famous Newport club, which, though Newport happens to be in Monmouthshire and therefore in England, is essentially a Welsh combination, to say nothing of the fact that the name of the county is commonly bracketed with that of Wales in official documents. Yet two of the English side which recently defeated Wales at Twickenham belonged to Newport, while a third, though he has never played in Welsh football is a Welshman by name and, it is said, descent. The Welsh themselves, on the other hand, have an unwritten law that no Welshman playing in the London area (except for a university or hospital) will be picked for Wales unless he is a member of the London Welsh. From time to time anomalies arise in all four countries. To take, for example, an extreme but possible case, a boy whose father belongs by blood to one of the four may himself be born in a second, live or go to school or college in a third, and play as a young man for a club in the fourth. Which of the selection committees has a just claim on his services? Has England or Scotland the better right to a player of Scottish descent (and possibly accent) who joins an English club in London or the Midlands? There is, we believe, only one answer to all such questions. The decision should depend neither on the birthplace, nor on the place of residence, nor on the nationality of his father, to be ascertained and registered when he first begins to play club football. In Europe, it must be remembered, there are not four but five countries concerned in the question. It should be as impossible for a Scotsman or Welshman to be asked to play for England or Ireland because he belongs to an English or Irish club as it would be for a Frenchman in the same position. International matches are essentially not club affairs. Their whole interest depends on the national genius and psychology of the play and the players. They are racial tests or they are nothing. We submit that a hard and fast rule on the lines here suggested would be more likely than any other plan to preserve their national character and put an end once for all to difficulties and disputes.

GERMAN OFFENCES DURING HOSTILITIES.

THE LEIPZIG TRIALS.

Sir G. Hewart replying to Mr. Bottomley in Parliament, detailed the steps which had been taken to bring to trial at Leipzig forty-five Germans charged by the Allies with offences during hostilities. Seven of the names on the list were put forward by the British Government. Three of these were submarine commanders, two of whom were charged with sinking hospital ships. The other four were persons against whom acts of cruelty against British prisoners of war were alleged. Complete evidence against these men was compiled by the British Government and delivered to the German Ambassador in London for transmission to Leipzig, but up to the present time the Government had received no information that any of these persons had been brought to trial. ("Shame.") Various technical difficulties had been raised by the German Government. It was in direct conflict with the facts to state that some of the cases had been dealt with by agreement or otherwise. He thought the time had now come when it was possible to say that there had been unreasonable delay in bringing these men to trial. Some of the accused, he believed, were under arrest. The seven names contributed by the British Government were as follows:—

Lieut. Commander Patzig, who was charged with having sunk without warning the hospital ship *Llandovery Castle* and with having afterwards fired on and sunk the boats containing the survivors, with the consequent loss of 234 lives.

Lieut. Commander Neumann, who was charged with having torpedoed, without warning, the British hospital ship *Dover Castle*, when fully laden with sick and wounded, with the consequent loss of six lives.

Lieut. Commander Werner, who was charged with having sunk the British steamship *Torrington* and with having subsequently drowned the whole of the crew, with the exception of the master, by submerging while they were on the deck of the submarine.

And Neumann, Trienke, Muller, and Haing, who were charged with acts of cruelty to prisoners of war at various prison camps in Germany.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor-trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Laxie, Fleuzel, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent manufacturing optical establishment in South China, located in 52, Queen's Road Central, (opposite to the Singer Sewing Machine Company).—*Adv.* (603)

SANITARY BOARD. THE MOSQUITO SURVEY.

A meeting of the Sanitary Board was held yesterday afternoon, Mr. G. R. Sayer (President) in the chair. There were also present the Director of Public Works (the Hon. Mr. T. L. Perkins), Mr. C. G. Albaster, Dr. W. V. M. Koch, Mr. Chow Shun San, Mr. S. W. Tso, the Medical Officer of Health (Dr. W. W. Pearse) and the Secretary (Mr. C. M. W. Reynolds).

A letter was read from the Government relative to the campaign against mosquitoes, advocated at the last meeting of the Board. The letter, stated that, pending the report of the special survey instituted by the Sanitary Department, the Government saw no ground for authorising exceptional expenditure, but that, on receipt of that report, such steps would be taken as the Government deemed necessary.

Dr. Koch: May I ask when it is likely that this report will be ready, and will it be laid before the Board, or go straight to the Government?

At the invitation of the Chairman, Dr. Pearse gave details of the instructions issued to the special officers making the survey. They were to locate untrained nullahs, with a view to dealing with them; to locate pools caused by the draining over the hill-sides of surface water; to note the presence of underground water likely to harbour mosquitoes (including bamboo clumps, and fences); the presence of collections of water inside and outside private premises, especially sumps for collecting water for garden watering. Dr. Pearse said that several potential mosquito breeding-places had been discovered and some had been dealt with, as reports had been sent to the Department, from time to time, without waiting for the completion of the survey.

The CHAIRMAN: I understand that you have not so far discovered any considerable number of mosquitoes?

Dr. PEARSE: No.

In reply to Dr. Koch, Dr. Pearse added that a more extensive survey was being made than in previous years and it would therefore take somewhat longer, but he expected that the report would be ready within a month.

SANITATION DIFFICULTIES.

With reference to an application by the Oraigengower Cricket Club for permission to erect modern sanitary conveniences at the Club pavilion, the CHAIRMAN said, in reply to the Hon. Mr. Perkins, that it had been made clear to the officials of the Club that after a few years it would be necessary to find a fresh supply of water for the convenience, as the existing nullah would be diverted as a result of the East Praya Reclamation scheme.

The application was granted.

Mr. Cser Clark applied for permission to construct 45 w.c.'s at flats to be erected at 710-721, Coronation Road, Kowloon.

The Director of Public Works, opposed it on the ground that the out-fall would be a nuisance in the Harbour Refuge.

Mr. ALBASTER remarked that the presence of the sampans in the Harbour Refuge had the same effect.

Mr. PERKINS retorted that two wrongs did not make a right. No doubt a water carriage system, quite clear of the Harbour Refuge, would have to be constructed some day, but he did not think it desirable to create a nuisance in the meantime.

On the motion of the CHAIRMAN, seconded by the Hon. Mr. Perkins, the application was refused.

This concluded the business.

A SHANGHAI BANKRUPTCY. FOREIGN MERCHANT LEFT IN LURCH BY CHINESE DEALERS.

Mr. A. E. S. Thompson, of A. E. S. Thompson & Co., importers and exporters, Kinkiang Road, Shanghai, appeared for public examination in bankruptcy at H.M. Supreme Court last week, before his Honour Judge Skinner-Turner.

The statement of affairs showed liabilities amounting to Tls. 445,000.33, and assets, Tls. 29,184.30. The principal creditors are Messrs. James Morrison & Co., of London.

In answer to the Official Receiver (Mr. A. L. Dickson), the debtor stated that he attributed his bankruptcy to the fact that Chinese dealers, who had bought goods on his hands, and also the shipment of goods to England in 1919 during his absence from Shanghai. Another reason was that his San Francisco office had turned down bills to the extent of about \$25,000, and he had had to take them up.

The examination was closed.

There is no such thing as a moral dress. Lady Randolph Churchill.

COMPANY MEETING. MESSRS. WM. POWELL LTD.

The twentieth ordinary general meeting of shareholders in this Company was held at the Company's Offices at noon yesterday.

Mr. D. J. Lewis (Chairman) presided, and there were present Messrs. H. Birkett, E. Mauricio, E. M. Raymond, and H. O. Holt (Secretary).

The Secretary read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—The report of the Directors and the statement of accounts for the year ending February 29th, 1931, having been in your hands for some time, I will, with your permission, take them as read. In spite of trade depression which existed during a great part of the year under review, the business has remained at a satisfactory level and your Directors feel confident that the figures shown in the balance sheet will meet with your approval.

There is, I think, only one item in the statement of accounts to which I need refer particularly, and that is the item "Deposit paid on accounts of purchase price of factory, \$2,150." After some difficulty your Directors succeeded in purchasing, at what they consider a reasonable price, a commodious godown at Burrows Street, Wanchai, which has been converted into a furniture and cabinet-making factory. Modern machinery has been ordered, and it is hoped, will soon be installed in this building, which will enable the Company to turn out first class, up-to-date furniture at modern prices, to the benefit alike of customers and of the Company. The factory is now in the occupation of the Company; the balance of the purchase money has been paid, and this item will appear in the balance sheet for the current year. There is nothing further to add to the report, but after the adoption of the report has been seconded, I shall be pleased to answer, to the best of my ability, any questions that may be put to me.

Mr. E. MAURICIO seconded the motion, and the report and accounts were adopted.

Mr. H. BIRKETT proposed, and Mr. H. O. Holt seconded, the re-election of Mr. G. C. Moxon as a director, and this was approved.

Mr. E. M. RAYMOND proposed, and Mr. Holt seconded, the confirmation of the election of Mr. D. J. Lewis and Mr. H. Birkett as directors.

The motion was carried.

The CHAIRMAN proposed, and Mr. H. BIRKETT seconded, the re-election of Messrs. H. Percy Smith, Seth and Fleming as auditors of the Company.

This was approved and the proceedings concluded.

H. B. WARING COMPANY.

During the past few days theatre-goers have not been slow to show their appreciation of real good plays and real good acting. The Waring Company has given us some of the best work that has ever been seen in Hongkong. It is an all-round good company with a remarkable repertoire—varying from farces to Shakespeare, in any of which the actors seem equally at home—and the consistently good houses have borne testimony to the fact that there is a decidedly big audience here for this class of entertainment.

General regret is expressed on every hand that the season is so soon terminating, but it is good news to learn that Mr. Waring anticipates returning for probably a two weeks' season a little later on—and will then present such splendid plays as "Tribby," "Prisoner of Zenda," "Little Damsel," "Leah Kleehna," etc. We venture to prophesy that big houses will reward this clever company for these final performances. Certainly they deserve it.

Mr. H. B. Waring has been reluctantly compelled to cancel the proposed matinee of "Romeo and Juliet," announced for this afternoon, owing to the lack of booking.

The farewell performance to-night will be that delightful farce "Ann" by Leckmere Worrall. This has had a remarkable success everywhere and is by no means unknown out East. In it Miss Jeannette Sharwin will be seen at the very top of her form.

SPORT. LAWN TENNIS.

In the only tournament match played yesterday, in the Handicap Doubles, J. B. Peaman and A. D. Humphreys beat J. R. Wood and G. R. Sayer, 2-1, 7-5, 4-3.

HONGKONG ART CLUB. [CONTINUED.]

It has been the custom in former years for members of the Art Club to choose their own medium for the particular picture they were painting for exhibition. This year, however, new regulations have been made, and the set subject for competition must now be done in the given medium.

At the monthly exhibition held at Mrs. C. B. Brown's House, on Monday night, this subject was "An illustrated quotation in Black and White" and, as a result, a number of beautiful pictures were on view, inspired by the immortal words of such poets as Edgar Poe, Trevor Blake-more and Tennyson. The prize went to Mr. C. H. Cole for a picture "featuring," as the Americans would say, the principal in Tennyson's "The Mermaid."

"Who would be
A mermaid fair
Singing alone
I would comb my hair till my ringlets
Would fall
Low down, low down
Till that great sea snake under the sea
From his coiled sleep in the central deeps
Would slowly trail
With his large calm eyes for the love of me."

The mermaid seen in the glass net her own face but the Dragon Ship of a Viking King, and an amusing element was introduced into the side margin of the design which included such articles as a pin, a comb, a powder-puff and a ring.

Other notable pictures in this section were Mrs. Briton's "First of May" (old rhyme):

"The fair maid who the First of May
Drove to the Field at Break of Day
And wakened in dew from the
Hawthorn Tree
Will ever after handsome be."

This little pen-and-ink picture of a hawthorn tree with a girl standing by made one feel that "Spring is here." One could scent the fragrance of the may, and feel the lure of the Old Country.

Miss Bioukova illustrated Edgar Poe's "Annibell Lee" and Mr. Trambitzky's Poe's "The Coliseum" is a beautiful picture.

"We are not impotent; we pallid stones,
Not all our power is gone, not all our fame,
Not all the magic of our high renown,
Not all the mystery that in us lies,
Not all the memories that hang upon
And clung around about us as a garment
Clothing us in a robe of more than glory."

It is hardly necessary to say that Mrs. Humphreys had a dainty little picture. It is named "Columbine" and the verses attached were by Trevor Blake-more:—

"Columbine, I've seen you dancing
In the night
In and out the leaves and moonlight
Dark and light
Now you can't escape me
Why do you run on?
Columbine, I want you
Columbine—She's gone."

Miss Kirkpatrick contributed an amusing cartoon entitled "The Bank Crash," the quotation being from Omar Khayyam:—

"I came like the water and like the wind
I go."

Owing to the general excellence of the Black-and-White work the coloured drawings took for once a secondary place. There were, nevertheless, a good number of exhibits. Amongst them were several sketches by Miss Bowen, whose fountain in the Botanical Gardens, and a fir-tree with splashes of pink flowers on a grassy slope were good, the former being soft and harmonious, the latter bold and decisive. There was an interesting sketch of the Chion Nin Temple Gate at Kyoto by Mrs. Marshall-Wood, a vase of flowers by Mrs. Toko, and a nice little sketch with flowers in the foreground by Mrs. C. B. Brown. The best picture in oil was that sent in by Mr. Bion—a glorious sunset, with Lan-tau peak standing out against a background of gold and in the gloom below junks making for harbour on a glittering sea reflecting the glory above. The members showed their good judgment in awarding it the prize for the open subject.

This exhibition has illustrated the great versatility of local artists.

FUTURE WAR HORRORS.

Speaking at Wembley, recently, Mr. George Barnes, M.P., visualised what would take place in the next war in twenty years' time, supposing science made the same march forward as in the last twenty years. Each of the great nations would have tens of thousands of aircraft, much bigger and more formidable than those used in the late war. Paris, which had been shelled from a distance of seventy miles, might be shelled in the next war from a distance of 300 miles. That war must be prevented, otherwise it would be the end of civilisation. It could be prevented only by the League of Nations. Once, he thought that democracy could avert war, but they found that to-day democracy was just as selfish and just as contentious as autocracy, and that working people took a narrow and selfish view of their interests.

IMPENDING DEPARTURE OF MR. F. B. L. BOWLEY.

Mr. F. B. L. Bowley who has been practising as a solicitor in Hongkong for the past twenty-eight years, and is now retiring, leaves for England by the *Empress of Russia* to-morrow. Mr. Bowley came out to the Colony in 1903 to be associated in the practice carried on by Mr. H. L. Denny, subsequently becoming a partner in the firm which has since been carried on under the style of Denny and Bowley. When Mr. Denny retired in 1900 Mr. Bowley succeeded him in the post of Crown Solicitor and held that position for many years. When the rules of the Service no longer permitted the Crown Solicitor to undertake private practice Mr. Bowley resigned the post and devoted himself entirely to the interests of his firm. Mr. Bowley is recognised among the legal fraternity as a sound lawyer, and throughout his career has been a most assiduous worker.

Mr. Bowley after his retirement from the post of Crown Solicitor maintained his interest in public affairs by becoming a member of the Sanitary Board and rendered very useful service to the public in that capacity. His special knowledge of the ordinances bearing upon the work of the Board, and his keen interest in all subjects relating to the improvement of the conditions under which the Chinese population of the Colony live, made Mr. Bowley exceptionally well fitted to play a leading part in local public affairs. By public lectures and by contributions to the Press on a variety of public topics, he has created an enduring interest in many subjects such as factory legislation and the general conditions of the employment of women and children to which increasing attention will have to be paid. As a Churchman Mr. Bowley has taken an active interest in the affairs of the diocese, has served on the Church Body and has acted for several years as Treasurer of St. John's Cathedral.

FORGER WHO BECAME CAPTAIN.

AFTER SERVING A SENTENCE IN HONGKONG.

The extraordinary career of a civil engineer who was born in Scotland of a respectable family was recounted at the Mansion House Police Court on March 2nd, when on a charge of obtaining the sum of £50 by false pretences from a City firm of stockbrokers, John Gordon Grant, age 41, was sentenced to six months' hard labour.

Defendant had obtained certain share transfers, and by means of these secured the money. He was rearrested when leaving prison at Aberdeen, where he had been serving a sentence of eight months for fraud. When rearrested he said to the police officer: "I came by the letter containing the transfer deeds innocently. When I left the Russell Square Hotel I arranged with a friend to collect my letters there. The transfer deeds were addressed to John Grant, and were handed to my friend for me. I opened the letter. I was tempted. I had been living beyond my means."

It was stated that defendant had been sentenced in Hongkong to seven years for forgery, and later to three years at Victoria, British Columbia, for stealing. He joined the British Army, was promoted to the rank of captain, and owing to his knowledge of Chinese transferred to the Chinese Labour Corps. He was suspected in France of converting 10,045 francs to his own use, but the military authorities refused to take any proceedings.

PROFITTEERING IN MONEY.

COMMANDER CHILCOTT, M.P. ON ITS EFFECT.

Commander Chilcott, M.P., speaking at Liverpool on March 17th, to an audience consisting largely of business men and trade representatives, dwelt at some length on the price of money—and particularly as to its relation to our trade outlook. He attributed the stagnation of trade to the war, the attitude of Labour, and the high price of money. With regard to the last of these, it was most depressing to those with a knowledge of finance to see, not only the Bank rate standing at 7 per cent., but also that banks were charging a profit over and above that already exorbitant rate for trade accommodation. He would be the last to withhold grateful recognition from our banks for their patriotic action throughout the whole war, and whilst congratulating them on the fat time they were now enjoying, he did not think it too much to say that the present ill-fitted and most improper profiteering in money had almost reached its limit. The tragedy of it all was that it had already assisted to cripple trade and destroy confidence. The traders of England had never been harder hit for money than they were to-day. No one could complain of the system of rationing money the banks had adopted, for it was patent that if they had not the money they could not lend it—but that did not warrant their charging an all-round rate of interest out of all proportion to the service rendered.

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In English and American

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There are so many Styles and Colour combinations among these Costumes and Caps you'll be sure to find just the kind you require

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COMPLETE SHIP'S OUTFITS.
DECK AND ENGINE ROOM STORES OF ALL DESCRIPTION.
OILS, PAINTS AND VARNISH IMPORTERS.
ENGINEER'S TOOLS, BLOCKS AND TACKLE.
HEMP AND MANILA ROPES ALL SIZES.
PACKING AND ASBESTOS GOODS.

SOLE AGENTS FOR DOBBIE McINNES'S NAUTICAL SPECIALITIES.

HONGKONG.

NEW MUSIC

WHISPERING
NAUGHTY WALTZ
VENETIAN MOON
AVALON
JAPANESE SANDMAN
ETC., ETC.

ANDERSON'S

Powell

TELEPHONE 3146.

GENTLEMEN'S HIGH-CLASS OUTFITTERS.

COOL SUMMER UNDER-WEAR

SPECIALITIES!

"AERTEX" CELLULASE IN COTTON AND LISLE.

We have also a complete stock of
"MORLEY'S" UNDERWEAR IN
INDIA GAUZE, "FLEXNET,"
SILK and WOOL and PURE WOOL.

WE INVITE INSPECTION.

NEW ADVERTISEMENTS

NOTICE.

THE HONGKONG TAILORING COMPANY.

I, the undersigned, I. LAM, hereby notify that I am still the Chief Manager of the HONGKONG TAILORING COMPANY of No. 10, D'Aguiar Street, Hongkong, Tailors, and have full power to receive moneys and give receipts on behalf of the said Firm and to enter into contracts and pledge the credit of the said Firm in the ordinary course of business.

I. LAM.
Dated the 26th day of April, 1921. [860]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DILWARA"
Arrived Hongkong, on April 26th, 1921.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings or carries:
From MALAYAN, S. S. N. Co. 'KAIKOR'—
From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and THURSDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

HACKINSON, MACKENZIE & CO., Agents.
Hongkong, April 26th, 1921. [858]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"YATSHING"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by May 2nd, will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, April 26th, 1921. [859]

VEREENIGDE NEDERLANDSCHE SKEEPVAART-MAATSCHAPPIJ
(UNITED NETHERLANDS NAVIGATION CO.)
HOLLAND-OOST-ASIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, LA ROCHELLE PALICE, GENOA, LISBON and SINGAPORE.

THE Steamship

"ALCOR"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 29th April, 1921, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 28th April, 1921, at 10 A.M., by Messrs. GODDARD & DOUGLAS.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised. No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, General Agents.

Hongkong, April 22nd, 1921. [850]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENALDEB" CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered, after the 30th April, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th May, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 30th April, at 10 A.M. No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hongkong, April 23rd, 1921. [849]

INTIMATIONS

NOTICE.

WE hereby beg to give notice that we have appointed Mr. BERNARD DONALD CRAWFORD MORGAN to be Manager of our Hongkong Branch (Imports and Exports) as from May 1st, 1921.

CARTERS.
17, Queen's Road Central,
Hongkong, April 22nd, 1921. [847]

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

WEATHER permitting, the CHALLENGE ROUND of the OPEN CHAMPIONSHIP DOUBLES.

R. & H. HANCOCK v. M. W. & M. K. LO will be played on WEDNESDAY, APRIL 27th, at 4.30 P.M.

Reserved Seats \$1 each. Booking at Messrs. MOUTRIE & Co.
After the match the Prizes won during the Tournament will be presented. [835]

WILTSHIRE REGIMENT SPORTS.

THE WILTSHIRE REGIMENT will hold their REGIMENTAL SPORTS on THURSDAY, APRIL 28th, at 1.30 P.M., at SOCKPOOD.

Major C. A. LAW and the Officers will be "At Home" on the ground, and will be very glad to see their friends, if they will kindly accept this notice as an invitation. [833]

THE ROYAL HONGKONG GOLF CLUB.

M. H. J. B. ROSS, C.O. MERCANTILE BANK OF INDIA, LTD., No. 7, Queen's Road Central, has been appointed Honorary Secretary.

Members desiring cards for visitors are requested to apply to the Treasurer, No. 5, Queen's Road, Central.

By Order,
PERCY SMITH, SETH & FLEMING,
Secretaries & Treasurers.
Hongkong, April 23rd, 1921. [843]

HONGKONG JOCKEY CLUB

THE SECOND GYMKHANA is fixed for SATURDAY, MAY 7th 1921. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club, and Causeway Bay Stables.

Entries close WEDNESDAY, APRIL 27th, 1921. [828]

BY APPOINTMENT



PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Consignors),

On WEDNESDAY, the 27th April, 1921, at 11 A.M., at their Sales Room, No. 8, Des Vaux Road, Corner of Ice House Street,

7,000 lbs. PORK.
774 lbs. CELERY SEED.
Sound condition.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers. [839]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

NOTICE TO CONSIGNEES.

FROM JAPAN.

THE Steamship

"KWATSIANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th April, will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, April 21st, 1921. [840]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"AWA MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, 7th May.

Goods not cleared by the 1st May, 1921, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives: an appointed hour on THURSDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA, Agents.

Hongkong, April 24th, 1921. [836]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for:
Bates P. Q. AD, AP, AW, BP, EG, BR, BV, KI LM.

TWO LET.—OFFICE To Let in Alexandra Buildings. Apply A. S. WATSON & CO., LTD.

WANTED.—Lady anxious to secure experienced HOUSE BOY would be glad to have same recommended by family leaving for home. Letters Box LN, c/o Daily Press Office.

SWEET PEAS.—For Sale a few packets of seed saved from my own plants. Delivery now or at proper sowing season. A. NICOLL, Quarry Bay.

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to—
Box No. 588,
Care of Daily Press Office. [838]

FOR SALE.

BRUNSWICK STANDARD ICE MAKING PLANT.

Capacity—4 tons per 24 hours.
No. of Ice Cans—85.
Weight of Block 150 lbs., size 8 1/2" x 15" x 42".
Compressor Pulley—40" dia, 3 1/2" face.
Speed—160 R.P.M.
Atmospheric Ammonia Condenser—12 pipes 19 ft. long. Complete with Ice Tank and Accessories.

Also
One 20 B.H.P. Motor to provide power for above plant.
Further details and specification may be obtained from—
ACEAL/REISS & CO.,
No. 3, Queen's Buildings, Hongkong.
Hongkong, April 22nd, 1921. [846]

SEAMEN'S INSTITUTE

31, PRATA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, G.P.O.'s Room Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Dawson."

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AUCTIONEER, SURVEYOR AND GENERAL BROKER.

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TUESDAYS: MISCELLANEOUS GOODS.

THURSDAYS: VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS: EXCELLENT HOUSEHOLD FURNITURE.

72

POSTAGE STAMPS

THIS space is too small to tell you all about our Stamps. That's why we solicit your correspondence for further information. It might pay to tell us what Stamps you want to buy or what Stamps you have for sale. Better still if you call at

GRACA & CO.,

Dealers in Philatelic Goods, Religious Books

Toys, etc., etc.

No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box 590. [858]

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for 1921

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EXCELLENT QUALITY

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WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

HONGKONG.

MARRIAGE.

SLOPER—PRUE.—At the Peak Church, on April 25th, 1921, Capt. J. S. SLOPER, O.B.E., R.A.M.C., to Lucy, youngest daughter of Dr. W. L. PRUE, Hastings, England, and China. Singapore and Shanghai papers please copy. [857]

DEATH.

DANENBERG.—At Shanghai, on April 26th, MARIA ESTERHANS, aged 14 years, daughter of Mr. A. C. DANENBERG, of Russo-Asiatic Bank.

HONGKONG OFFICE: 10A, DES VEAUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 27th, 1921

AN UNCONVINCING DEFENCE

The defence of Government policy by H.E. THE OFFICER ADMINISTERING THE GOVERNMENT in the Legislative Council Chamber on Monday cannot be said to be convincing. His Excellency thought it was a misapprehension to say that the Government is imposing on the present generation of taxpayers greater burdens than they should bear, and that part of the burden should be borne by posterity; but nothing that His Excellency said in objection to the borrowing of money for permanent public works appeals to us as strong argument against a policy which every municipality in the United Kingdom adopts. His Excellency spoke of the "usual practice" in the self-governing Colonies of borrowing money on the basis of a prospectus which includes a schedule showing remunerative works to which the money raised would be devoted, and he said that in Hongkong we had practically no public works of a reproductive nature. We cannot agree that in this statement His Excellency correctly represents the "usual practice" in the Overseas Dominions, but the point is immaterial in view of the indisputable fact that in the United Kingdom municipalities are permitted to borrow within a fixed limit (50 per cent. of the assessable value, we believe), on the general security of the municipal revenue, for public works of almost any character. In this Colony the view is undoubtedly

widely held that many of the public works for which we are now raising revenue by taxation should fairly be constructed out of loans, so that the burden would be shared by the next generation which will probably derive the chief advantage from many of the present undertakings.

Take the road system on the Peak. Special reference was made to this by His Excellency, who said that future generations to whom it is going to be of "immense service" would recognise the policy as a far-seeing one. We should like to see the recognition taking the practical form of paying part of the cost. Sir HENRY MAY used to refer to road development as "remunerative works," and it is, of course, expected, or perhaps we should say hoped, that every road constructed will lead to development which will assist the public revenues of the Colony. It is something new to be told that in this Colony we have practically no public works which can be said to produce revenue. We have sufficient sympathy with our posterity in the Colony to hope that this is a view which will be falsified by events.

Another point in His Excellency's speech that rather astonishes us is the statement that the Government has had to put forward larger budgets since the war because certain public works during the war had to be held in abeyance, in order that the Government might have as much money as possible to send to His Majesty's Government for the prosecution of the war. Turning back to the Budget speech made by H.E. SIR REGINALD STUBBS in October, 1919—just a year after the Armistice—we may read: "There has been in recent years, as honourable members are well aware, a considerable expansion of the work done by the Public Works Department. During the war any increase of the staff was, of course, impossible, but with the return to more normal conditions, and with a large programme of public works in progress and in prospect, a considerable strengthening of the Department is required." We have no recollection of any public works being held in abeyance in order to save money to be contributed to the Imperial Exchequer, although surplus revenue was devoted to the war chest. Nor can it be said that there was any remarkable restraint—perhaps "decline"—would be the better word—in expenditure on Public Works Extraordinary. For the purposes of comparison we append a table showing what the annual Estimates have been for expenditure on Public Works Extraordinary during the last eleven years:—

1911	1,080,400
1912	1,147,680
1913	1,693,300
1914	2,130,800
1915	2,329,785
1916	1,270,400
1917	1,545,400
1918	1,085,800
1919	2,610,450
1920	3,973,700
1921	4,967,400

This table tells the story of the rise in expenditure on public works extraordinary very clearly. We do not know if the estimates are to continue to rise at the same rate of progression in the next three years as they have done in the past three years, but if they are, and unless the Government is prepared to adopt a loan policy for such work, it is about time the Legislative Council insisted on a strict limitation of the sum to be devoted every year to this purpose. This is clearly the public feeling in the matter.

We see nothing to regret in the fact that by the sale of Crown land the Government is drawing upon what it is pleased to regard as "a capital resource" in existence of public revenue. Unless the Government is itself prepared to undertake the development of the Crown lands, we are unable to see that it is a public benefit to retain them. By their sale for development by private enterprise these lands immediately become contributors in rates to the public revenue, and we should like to see this development encouraged by a more liberal policy than is at present adopted in regard to the sale of Crown lands.

It is to be hoped that with the new revenue which is being provided by recent legislation the Government will find itself in a position before many years have passed to afford the community some measure of relief. But that hope is clearly contingent on some assurance that there will be no more millions of dollars required to pay losses on Government rice transactions, no more heavy debts on the University to liquidate, and no further revisions of Civil Service salaries costing the community an additional

million dollars a year. These three items alone have cost the Colony within the last couple of years no less than six million dollars, while at the same time we have suffered a loss of about four millions a year in Opium revenue, through "decreased sales" which His Excellency THE OFFICER ADMINISTERING THE GOVERNMENT is constrained to suspect is largely the result of the increased smuggling of cheaper opium into the Colony. These are a few of the points which the members of the Legislative Council representing the general interests of the taxpayers in the Colony need to ponder over.

Mr. HARRIS PALMER JONES, an American lawyer, who was travelling in the East chiefly for pleasure, but decided to make a break in his travels in Peking, died there last week of small-pox.

Passports held by foreigners entering Japan must have been vided by Japanese officials abroad within a twelve month of their landing in Japan, according to amended regulations which have been issued.

The strike of the miners at the Ashio copper mine, Japan, is over. The fact that the Company has recognized the miners' union is commented on by newspapers as evidence of Labour's improved position in Japan.

The *Mainichi* (Tokyo) says that, in view of the general situation in the Far East, the Japanese naval authorities have decided to accelerate the construction of five new gunboats to be commissioned for guard duty on the Yangtze.

It may interest our readers to know that the Blue Funnel line steamer *Accumist*, a sister-ship to the *Archives*, except that the arrangement of her cabin accommodation is different, will be sailing homewards about August or September next.

According to the Chinese Press, the strike of the teachers is spreading throughout the provinces, where the educational funds have frequently been misappropriated by the militarists. The teachers in Shantung, Fukien and Hupeh, according to telegraphic information, have threatened to walk out unless their arrears are paid at once, and a fixed source of revenue is not said for meeting educational expenditure.

The return of notifiable diseases for the past week records the occurrence of three fatal cases of plague, and fourteen of small-pox—all but one of the latter fatal. One case of plague, and one of small-pox was imported. There were five cases of enteric fever during the week, and two of paratyphoid fever. One of the enteric patients died. Of five cases of cerebro-spinal fever, one was fatal. Three people died from influenza.

As it has been discovered that many Chinese and foreign trained doctors whose medical knowledge is insufficient, have opened hospitals and practised medicine, the Ministry of the Interior, says a Northern Chinese paper, has decided to put a stop to the irregularity. The authorities have instructed the police offices not to register the opening of any hospital if the doctors there are not properly qualified, and have not undergone official examinations.

The latest Kowloon "tiger" has proved to be a wolf. At all events a female wolf has been trapped by the villagers of Chun Lung, but as this village is a considerable distance from Hok On where some strange animal has lately been preying upon the pigs owned by the villagers there is some doubt still as to whether by the killing of a wolf at Chun Lung the territory of Kowloon has been rid of the mysterious animal which has been causing consternation to the villagers of Hok On.

A corporal of Infantry and a Horse Gunner were indulging in a mild altercation on the merits of their respective regiments, and the former was having his innings.

"Ours! Ours!" he roared. "Strewth, 'oo ever 'ard of ye? Why you've'n't got no band worth calling one, you've'n't got no colours, and you've'n't got no honour!"

"Hey, what about Ubique?" interposed the Gunner.

"Ubique," sneered the linesman. "Yus you've'n't got that—but nobody knows where the blazes that battle was fought!"

BRITISH BUDGET:

WAR BONDS AND NEW LOAN.

MINERS' STRIKE:

OWNERS' NEW OFFER.

REPARATION PROBLEM:

SUPREME COUNCIL MEETING.

EARLIER CABLES.
[THROUGH REUTER'S AGENCY.]

BRITISH BUDGET.

NO NEW TAXATION.

AN "IMMENSE ACHIEVEMENT."

London, April 26th.

The outstanding points in the Budget statement, introduced by Mr. Austen Chamberlain in the House of Commons this afternoon, were no additional taxation, the removal of the additional taxes on sparkling wines and cigars imposed last year, which it was found restricted consumption. Legislation is being introduced to terminate the Excess Profits Tax. Despite the changed conditions the realised surplus of £230,000,000 was only £370,000 under last year's estimates. The Foreign Debt was reduced by £117,000,000, including the United States debt, which was reduced by £75,000,000. The reduction in the past two years had been £203,000,000, and Mr. Austen Chamberlain anticipated a further reduction of £103,000,000 in the ensuing year. It is estimated that the surplus of revenue over expenditure during the forthcoming year will be £284,000,000.

In introducing the Budget Mr. Austen Chamberlain said that the past year was one of the most remarkable in our financial history. Trade was prosperous and the prospect rose when last year's budget was framed; then a deep depression suddenly descended in the Autumn. Nevertheless, his estimate of revenue of £1,418,300,000 had been exceeded by £4,300,000, and the realised surplus was £230,000,000. In the course of reviewing the revenue, he said that the Corporation Tax was disappointing, owing to the difficulty of putting it in operation, but he thought it would justify itself. It had produced only £850,000 instead of £3,000,000; £230,000,000 had been applied to debt reduction in the past year, the internal debt being reduced by £128,000,000 and the floating debt by £37,000,000. The foreign debt had been reduced by £117,000,000 to £1,181,500,000 on March 31st. We had paid off in the United States in the past twelve months nearly £75,000,000 and in Canada £20,000,000. We had paid off our debt to Japan, Spain, the Argentine, Uruguay and Holland. Except for the comparatively small debt we owed the Allies, who, however, were far more largely indebted to us, and a generous loan of £5,000,000 made to us by the Straits Settlements and Mauritius—(Cheers)—our only debt outside the United States and Canada was £8,380,000, which would be paid to Sweden on maturity in the summer. Arrangements had been made with Canadian bankers to pay off the balance of £123,000,000 owing in monthly instalments ending April 1st. "We have performed the immense achievement, which no other belligerent country had even attempted, of reducing our external debt by £203,000,000 in two years. The estimated total ordinary expenditure for 1921-22 was £274,000,000, and the revenue, after dropping the Excess Profits tax and with two small changes, was estimated to be £1,059,000,000. A substantial proportion of the balance must be kept in hand to meet liabilities arising from the coal strike losses. Any receipts in respect of reparations would be applied to debt reduction. It is estimated that there is a possibility of redeeming the debt from the ensuing year's surplus by £103,000,000."

Mr. Chamberlain said there would be no further reduction in taxation during the current year, but there would be a couple of adjustments. He admitted he was wrong last year regarding the effect of increased duties on champagne and cigars. That was partly, however, due to trade depression. There would be a new fixed duty on sparkling wines at 10s. per gallon, instead of the 7s. fixed and an *ad valorem* charge of 33½ per cent. He anticipated a small increase in revenue from this. The *ad valorem* duty on cigars would be abandoned. It was expected to collect £150,000,000 arrears in Excess Profits this year, and a smaller sum the next. £200,000,000 of the debt has been dealt with and it would be necessary to re-borrow the difference between that and the sum available for debt redemption. The present time was unfavourable for an attempt to fund the floating debt but the time had come when a serious effort should be made to secure the conversion of some National War Bonds maturing not later than 1923 into longer dated securities. Prospects were being issued that night offering National War bondholders a new three-and-a-half per cent. Conversion Loan, redeemable at par in 1921, the rates to vary according to the different classes of Bonds, of which £100 would be exchangeable at from £183 to £169 according to the date of maturity. The total amount of the Bonds outstanding, to which the offer applied, was £203,000,000, and if all were converted, the resulting figure would just exceed £1,000,000,000. This loan was a necessary preliminary to funding the floating debt. The new conversion loan over forty years represents a return of between 114s. and 118s. per cent.

Mr. Chamberlain, concluding and reviewing the Treasury programme of the past two years, said "The foundation was laid for a steady recovery, when industrial disputes were settled and trade could again revive. We had wiped off a large part of our foreign debt, had restored international credit and had made it clear to doubters that we could and should continue to hold the proud position of the premier financial centre of the world."—(Cheers).

VIEWS ON THE BUDGET.

London, April 26th.

City circles are of the opinion that the most sensational feature of an otherwise colourless budget is the generous terms of the new Loan, the object of which is to wipe out £233,000,000 of National War Bonds maturing from now to 1925. The new loan becomes a permanent loan similar to Consols, but the terms will arouse the envy of holders of Consols. It is hoped that by securing cheaper money, industry will be given a big stimulus. Critics of the Government, however, declare that the budget is a necessary evil, and that it puts the majority of Parliamentarians into the "doldrums." Mr. J. M. Hogg says that the budget is the calm before the storm, which will be upon us between 1923 and 1925, when the war debt maturities must be faced.

After the Budget speech, member followed member in declaring that the country could not this year raise anything like £1,059,000,000, and that, further, the estimates of revenue were raised, the net result would be to intensify the economic depression, increasing the legions of unemployed.

The *Times* asks where are the drastic reductions in expenditure. It recalls the Premier's categorical letter to Ministers on August 20th, 1919, ordering them to reduce expenditure or to make room for those who can. It declares that that is the public temper to-day.

WAR BONDS CONVERSION LIBERAL TERMS OFFERED.

London, April 26th.

The 1922 War Bonds will be exchanged for the new Loan at 183 per cent., and the 1923 at 180 per cent., in order to encourage early conversion. A commission of 5s. per cent. will be paid to banks and stockbrokers on Bonds converted not later than May 18th.

ARCHDEACON WAKEFORD'S APPEAL.

London, April 26th.

Archdeacon Wakeford's appeal to the Privy Council has failed.

REPARATIONS PROBLEM SUPREME COUNCIL MEETING.

Paris, April 26th.

M. Briand has announced that the Supreme Council has definitely been convened for the morning of April 30th in London.

PREPARATIONS AT DOWNING STREET.

London, April 26th.

Preparations for the meeting of the Supreme Council at Downing Street, on April 30th, are proceeding apace. M. Loucheur, the French Minister of the Liberated Regions, has already arrived in London, and a number of French experts are arriving to-day to confer with British experts, on April 27th, as regards the proposed means of compelling Germany to fulfil her obligations.

M. Briand, Marshal Foch, General Weygand, M. Berthelot, arrive on April 29th, when the Belgian Foreign Minister, M. Jaspar, the Belgian Finance Minister, and Count Sforza will also be here. M. Briand informed the French Cabinet that the duration of the conference in London would depend on the new German proposals. If these were not acceptable the conference would last only a few days. If, as was improbable, they were acceptable, a week would be required to consider a possible basis of fresh negotiations.

In the meanwhile, there is no news of the contents of the German Note to America, which Reuter's Washington correspondent states that the State Department had not received till yesterday evening.

EARLIER CABLES.

GREAT BRITAIN TO SUPPORT FRANCE.

London, April 26th.

In the House of Commons Mr. Lloyd George stated that following informal conversations at Lympne M. Briand promised that in the course of a few days he would supply the British Government with further detailed information as to the nature of the French plans and proposals. When received, the Cabinet will consider the whole subject and instruct delegates to represent the Cabinet at the conference on April 30th. Mr. Lloyd George declared that if the further German proposals were unsatisfactory, the British Government would support France at the forthcoming conference in proposals for the occupation of the Westphalian coalfields. If further coercive measures were contemplated they would be communicated to the House before action was taken. Mr. Lloyd George added that he might have further information on Thursday.

PARIS, April 26th.

In consequence of Germany's refusal to transfer the Reichsbank reserves to Cologne or Coblenz, the Reparations Commission has demanded that a milliard gold marks be handed over to them at the Banque de France by April 30th. The Commission expresses disinclination to discuss the relations between the Imperial (German) Government and the Reichsbank, but is convinced that if the former has goodwill it has every means of complying with the Commission's demand.

NEW GERMAN OFFER.

Paris, April 26th.

Havre's representative in Berlin bears on the best authority that the new German offer was handed to-night to the American representative.

RUBBER TRADE DEPRESSION SUGGESTION OF FORMING BUYING CORPORATION.

London, April 26th.

The *Indie Rubber Journal* suggests that producers form a corporation with a capital of £17,500,000, to buy rubber up to 27d. per pound and not sell it below half a crown per pound. Planters in the Dutch Indies, the journal says, should form a similar company to work in unison with the corporation.

EARLIER CABLES.

MINERS' STRIKE.

OFFER BY OWNERS.

London, April 26th.

The conference between the coalowners, the miners, and the Government has been adjourned till 3 p.m. to-morrow. The official report states that the conference considered a statement of the coalowners. This makes proposals for a durable settlement. Firstly, wages shall depend upon ability to pay; coalfields are to be divided into agreed areas. Secondly, there shall be standard wages and standard profits. Wages shall be the first charge on the industry. The surplus revenue of an area shall be divided between owners and miners. Proposals for temporary settlement are that, for three months, wage reductions in each area shall be uniform, not exceeding the amount fixed by the Government, owners and miners for each month. The owners shall receive no part of the surplus revenue of any area if the effect is to reduce wages in a previous month, nor shall they take standard profits, wholly or partially, if the result is to reduce wages by more than the maximum fixed. The Government shall, where necessary, make such contribution to any area as will prevent the reduction exceeding the maximum fixed for that month.

RAILWAYMEN NOT TO HANDLE COAL.

London, April 26th.

It is officially announced that the Executive of the National Union of Railwaymen has instructed its members not to move coal from colliery sidings pending a settlement of the miners' dispute, also not to handle coal from overseas.

TROUBLE OVER ORDER.

London, April 26th.

While it is generally felt that there is now a glimmer of hope of a settlement of the coal strike owing to the new terms of the owners, the official order to railwaymen not to handle coal is a most disturbing development, for six men obeying the order at Nottingham have been suspended and a sympathetic strike of others is feared.

AMERICA'S GLORIOUS DEAD.

TAKEN FROM VERDUN TO AMERICA.

Liege, April 26th.

Moving scenes marked the passing through here of boats bearing the bodies of 98 Americans who fell at St. Mihiel, and who are being transported along the river from Verdun to Antwerp for conveyance to America. Troops rendered military honours as the boats, covered with flowers, moved to the quay, where they were awaited by leading officials and delegations of ex-Servicemen. After sympathetic speeches to the officers accompanying the convoy, wreaths were laid on the coffins and the boats resumed their journey, cavalry accompanying them along the river bank. Large crowds on both sides uncovered as the solemn procession wended its way.

UNITED STATES PATENTS.

WAR SECRETARY'S DISCOVERY.

Washington, April 26th.

The War Secretary, Mr. Weeks, has asked Congress to legislate limiting the grant of patents to foreigners. He said that two hundred and one ordinance patents had been obtained by Germans since January 1st, all of which have been transferred to Krupp's at Essen.

ANZAC ANNIVERSARY.

SPEECH BY MR. CHURCHILL.

London, April 26th.

Speaking at the London Australians' celebration of the sixth anniversary of the Anzac landing at Gallipoli, Mr. Winston Churchill made an interesting reference to the forthcoming Dominions Conference, which he described as "the first meeting in peace time of the Imperial Cabinet." The Empire had to find a way out of the difficulties into which we were plunged by the chaos of war, re-establish prosperous conditions of trade throughout the Empire, and carry forward the sense of co-operation which grew up during the war. Britain had taken the utmost pains to place before her overseas colleagues information regarding the subjects for discussion and to receive from the latter suggestions for additional topics. Mr. Churchill looked forward to a successful conference.

Mr. Churchill proceeded to justify the Gallipoli expedition, citing a German statement of 1915 that if the Dardanelles were forced the war would be decided against Germany. Mr. Churchill maintained that instead of fighting the hopeless and disastrous battles of Loos and Champagne, half of the reinforcements and shells necessary for same would have overwhelmed Turkey. He considered that all the present evil—the downfall of Russia, chaos in the East, the exhaustion of economic resources, the almost fatal embarrassment of the financial position—flowed from the prolongation of the struggle due to failure at the Dardanelles, which he ascribed to errors and divided councils in London.

IRISH PROBLEM.

LORD DERRY'S VISIT TO IRELAND.

London, April 26th.

Lord Derry, in an amended denial with regard to his visit to Ireland, admitted in a speech at Liverpool that he went with the Premier's cognisance. He obtained interviews with a number of persons in Ireland on the understanding that he communicated the results to Mr. Lloyd George. He intended paying a further visit to Ireland, but admitted that he was depressed with the situation there. Lord Derry went incognito in order to avoid pressmen.

END OF WAR.

SENATE COMMITTEE SUPPORTS RESOLUTION.

Washington, April 26th.

The Senate Foreign Affairs Committee has reported favourably upon the Knox resolution to declare a state of war with Germany ended.

MARINE ENGINEERS' THREAT.

OUTLOOK IN UNITED STATES.

New York, April 26th.

A great strike of marine engineers and allied workers is threatened for May 1st. Trade union circles state that British engineers have deferred negotiating with the employers until April 29th in order to await the outcome of the situation in America.

BEDFORD BY ELECTION.

MR. KELLAWAY RETURNED.

London, April 26th.

The Bedford by-election resulted as follows:—
Mr. Kellaway (Coalition Liberal) 14,397
—the Postmaster-General
Mr. Riley (Labour) 9,731

THE TYROL PLEBISCITE.

Vienna, April 26th.

An Innsbruck telegram says that the results so far of the plebiscite in the Tyrol show that 80,000 have voted in favour of union with Germany and 1,200 against.

In Britain there is a body of people whom we can call the "Grand Order of the Fusiliers," who are always worrying about other parts of the Empire. The Hon. W. S. Fielding (Canada).

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "DAILY BULLETIN,"]

PRESIDENT RECEIVES SIR ROBERT HO TUNG IN AUDIENCE.

Peking, April 26th.

President Hsu Shih-chang received Sir Robert Ho Tung in audience this morning. President Hsu Shih-chang, among other subjects, questioned Sir Robert Ho Tung concerning the Chinese in Hongkong, evincing interest in the University and in the intellectual advancement of the Chinese.

President Hsu Shih-chang expressed great pleasure at Sir Robert Ho Tung's connection with the industries in Hongkong, and remarked that he hoped for greater interest in the industrial development of China.

SIR R. E. STUBBS AND SIR ROBERT HO TUNG AT THE PALACE.

President Hsu Shih-chang entertained H.E. Sir Reginald Edward Stubbs, K.C.M.G., the Governor of Hongkong, and Sir Robert Ho Tung at luncheon at the Palace subsequently.

[THROUGH REUTER'S AGENCY.]

THE QUEEN RECEIVES ASIATIC GUESTS.

London, April 26th.

Her Majesty the Queen received the Siamese Minister, Mr. Navarath, and Mr. and Mrs. Wellington Eco.

ANGLO-JAPANESE TREATY.

Ottawa, April 26th.

The Premier announced that the Dominions Prime Ministers' Conference in London in June would discuss the question of the renewal of the Anglo-Japanese Treaty.

JAPANESE CROWN PRINCE AT MALTA.

Malta, April 26th.

There was a most impressive ceremony at the Naval Cemetery at Bighi this morning, when the Japanese Crown Prince visited the graves of the Japanese interred there during the war, accompanied by Admirals de Robeck, Webb, Barttelot, and Shand, also by Prince Kanin and Baron Chinda. At the entrance to the cemetery was a guard of honour composed of the Army, Navy, and Air Force. The Crown Prince and Prince Kanin first laid three wreaths, one on behalf of the Emperor, and one on behalf of the Japanese nation, at the foot of the memorial in honour of the Japanese lost during the war, after which his Imperial Highness stood and paid his respects to the glorious dead. Then the Japanese ratings were drawn up and likewise paid homage to the dead. A Japanese staff officer read the Japanese funeral service. Admiral de Robeck assured the Crown Prince that the Japanese graves were well-tended at the hands of British comrades. Later the party returned to the *Katori*, after which the Crown Prince visited St. John's Church. Wherever his Imperial Highness goes he is respectfully acclaimed by the crowds.

AT SAN ANTONIO, PALACE.

Malta, April 26th.

General Plumer's "At Home" in the San Antonio Palace was a brilliant affair. It was favoured by ideal weather, for which Malta's Spring is famous, and the company, comprising the *élite* of the island and the Gardens, which are one of the beauty-spots of the island, in gorgeous array of variegated flowers, presented a striking picture of life and colour. The Prince, who was manifestly delighted, stayed till the end of the evening. H.H.H. is giving a State dinner aboard the *Katori*. Prince George will be among the guests.

CHINESE ENVOY IN EUROPE.

London, April 26th.

The presentation of the Doctorate of the University of Paris to Chu Chih-chen, on behalf of the President of China, was conducted with great ceremony. About two thousand were present, including ex-President Tseung-tse, Marshal Joffre, General Fayolle, M. Painlevé, and Cardinal Duboué. M. Millerand was specially represented. Speeches were delivered by the Rector of the University, Chu Chih-chen, M. Painlevé and members of the French Institute and of the Academy.

Chu Chih-chen arrives in London on the 30th inst. and will present the King with an autograph letter from the President.

IMPRESSIVE CEREMONY AT THE SOMME.

Paris, April 26th.

A number of French and foreign notabilities of the political and literary worlds, including Marshal Fayolle, ex-Premier Painlevé, and most of the professors of the Law and Philosophy faculties, gathered in the *Aile de la Sorbonne* for the solemn presentation to the Chinese Envoy, Chu Chih-chen, of the Diploma awarded to the Chinese President by the Paris University. M. Leon Bérard, Minister of Public Education, gave a dinner in honour of Chu Chih-chen.

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KASHIMA MARU (omitting Manila)	Tuesday	12th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

INABA MARU	Friday	28th Apr., at 11 a.m.
KAMO MARU	Friday	12th May, at 11 a.m.
IYO MARU	Friday	27th May, at 11 a.m.
ATSUTA MARU	Friday	10th June, at 11 a.m.

HAMBURG, LONDON, HULL & ROTTERDAM.

MATSUYE MARU ... Friday, 28th April.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Tuesday	17th May, at 11 a.m.
TANGO MARU	Tuesday	31st May, at 11 a.m.
NIKKO MARU	Tuesday	19th July, at 11 a.m.

NEW YORK via Suez. Middle of May.

SOUTH AMERICAN PORTS via OAPS, Beginning of May.

KAWACHI MARU

BOMBAY & COLOMBO via Singapore.

HAKATA MARU ... Tuesday, 3rd May.

CALCUTTA & RANGOON via Singapore & Penang.

TOSA MARU ... Thursday, 5th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Tuesday, 17th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

ATSUTA MARU	Thursday	28th Apr. at 11 a.m.
MALACCA MARU	Thursday	28th April
LIMA MARU	Friday	29th April

For further information apply to— NIPPON YUSEN KAISHA
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OUR LONDON LETTER.

Resignation of the Miners' Leader.—The Plain Facts of the situation.—Abolition of the Liquor Control.—Death of a Famous Scientist.—Good Terms for the Turks.—Conciliating Indian Opinion.—"Mr. Speaker" off to Canada.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 17th.

EXIT MR. SMILLIE. Mr. Robert Smillie's retirement from the Presidency of the Miners' Federation is in its way quite a notable event of the week. His disappearance from the stage robs the Labour movement of one of its outstanding figures. He was a hard-headed Scot, who could drive a bargain over wages and hours with as much skill and adroitness as any man in the country. In that rôle Smillie was practical, and as free from sentiment as a Jew moneylender; but when he came to shape Labour policy and map out a programme for the mining industry he was the most reckless of Utopian visionaries.

This remarkable contrast in characteristics is to be attributed to Mr. Smillie's early experiences. As a boy he worked in Scottish mines under conditions that were cruel and appalling when judged by present-day standards. His sufferings embittered his whole outlook on life, and he appeared incapable of realising that the system he knew in those far-off years has passed away for ever. Idealistic in temperament, he was filled with a consuming passion to fashion a new world in which the control of industry by private capitalists would be eliminated. Hence his determined efforts towards nationalisation of the coal-fields, which was the slogan of the Miners' Federation during the agitation last year. Hence, also, his efforts to force up the miners' wages until they reached a point when the miners have come to occupy a privileged position in the Labour world.

THE MINERS' LEADERSHIP. The miners were very ready to follow Mr. Smillie's leadership so long as he secured them shorter hours of work and higher wages; but they were indifferent to his beautiful new world on a Socialist pattern. If they could get enough money for their material wants by working four days a week they were not minded to increase the production of coal in return for better conditions of labour. They accepted the increased wages, but, as last year's agitation proved, they were not prepared to help Mr. Smillie to bring about an industrial revolution—which was the ultimate goal he had in view—and "turned down" nationalisation. Since then what has been going on in the mining Trade Union has resolved itself into a wages struggle pure and simple. It is on this matter of fact plane, a materialistic issue of £5.5d. that the contest between the Federation and the Government over financial de-control of the mines rests to-day.

Mr. Smillie goes out with his visions unfulfilled, a disappointed and broken man. State control of the mining industry has been weighed in the balance and found wanting. The total loss to the industry has been £5,000,000 per month. The loss was met until recently by "making the foreigner pay," as the Tariff Reformers put it, and they did pay so long as they were unable to get coal elsewhere; but now the cost of production in France, Germany, and Belgium is only 18/- a ton as compared with our 40/- or more, while American coal costs three dollars a ton to raise—and Britain has lost the market, for the time being at least.

The Smillie plan of making losses good and maintaining wages in the coal-fields is to get a Government subsidy, which, of course, is another name for a tax on the whole community, and will not do.

At last a determined effort is being made to get rid of the Liquor Control Board and its exasperating restrictions. The Board was formed during the war to regulate hours and conditions pertaining to the sale of alcohol in munition areas, the object being to limit opportunities for munition workers to imbibe to excess. It was so important to produce war material that the nation could not afford to leave anything to chance—not even the chance of a workman going on the spree. This interference with the liberty of the subject was tolerated, and even welcomed, as a means of helping to win the war. There was, however, a definite pledge that liquor control was a temporary measure, and that all the restrictions would come to an end with the proclamation of peace.

That pledge has not been kept. Ministers have been challenged on the subject since the Armistice, and they have shuffled and evaded the issue. Now combined action is being taken to force the Government to declare their policy. Is a mean advantage being taken to try to force a limited measure of prohibition on the country? We shall soon know as a result of a petition signed by 108 Members of Parliament of all parties, requesting the Prime Minister and Mr. Bonar Law to give a day to discuss a resolution which states that "the Liquor Control Board should be dissolved forthwith, and its regulations annulled, and the services of its staff dispensed with, these transactions to be finally completed by Whitehall."

BY DONKEY CART OR MOTOR VAN. The Liquor Control Board is costing the country an enormous sum. In the estimates for the ensuing financial year, 1921-22, a total of £172,049,491 is put down for this head. The money goes to pay for an army of useless officials engaged in enforcing restrictions which are held responsible for a good deal of working-class unrest. Some of the rules and regulations are framed in such a same spirit that a "fussy" old schoolmistress might adopt for a class of village pupils. It fills overseas Britons coming home on holiday with wonderment that the public in this country have tamely submitted to the Control Board for so long.

Suppose a man hears on a Friday afternoon that some friends will visit him on

Sunday evening and he wants to get a bottle of whisky, he cannot do so. No spirits may be ordered after 2.30 p.m., on Friday, and none may be dispatched on a Saturday or Sunday. He must wait till Monday at 12 o'clock. Again, at no time may a man buy less than a bottle of whisky for consumption off the licensed premises. A railway traveller is, therefore, unable to fill his flask; he must buy a whole quart bottle or go without. The penalty for a breach of either of the foregoing regulations is a fine of £100 and six months' imprisonment with hard labour.

There is also a regulation which says that a man may deliver beer or spirits in a motor or horse-drawn vehicle at any time of the day, but if he delivers by a donkey cart or a messenger boy on a bicycle he must not begin delivery till 12 o'clock, under a penalty of £100. I could fill a column with similar illustrations of Liquor Control Board absurdities, but the foregoing will suffice. They show what bureaucracy can do when it really tries.

A FAMOUS SCIENTIST. Lord Moulton of Bank, Lord of Appeal in Ordinary, whose death has taken place this week, exemplified the truth of the saying that the world knows very little of its great men. He was practically unknown to the general public, yet he was a living intellectual force above all of his contemporaries in the domain of science. Some reaction of the place he occupied was given the other day when the Lord Chancellor said, having regard to the meaning of language, that it was doubtful whether we should have won the war but for the services of Lord Moulton. It is questionable whether greater praise could be bestowed on any man.

Although Lord Moulton was a lawyer it is as a scientist that his fame is secure. When the war broke out Great Britain was dangerously short of explosives and he took in hand the formidable task of mobilising British chemists to supply our needs in this respect. He did this with such good effect that in the space of a few months we had come abreast of the Germans, despite all their years of laborious research and practical experiment. Among other things, Lord Moulton invented the "tracer" bullet, which proved fatal to Zeppelin "frightfulness." On entering the gas chamber the missile ignited the gas and instantly transformed the huge airship into a mass of flames. Since the end of the war Lord Moulton has been experimenting with aniline dyes and was chairman of the British Dyestuffs Corporation at the time of his death.

THE SPEAKERSHIP. As the date he has fixed for his retirement from the Speakership approaches, Mr. Lowther feels reluctance to leave office greater than he supposed would be possible. He loves his work; he is still in for it; and if he were to consult the House of Commons, members would unanimously press him to remain. But Mr. Lowther has promised to go to Canada next May to present to the Canadian House of Commons a replica of the historic Speaker's chair at Westminster as a gift from the Empire Parliamentary Association. Consequently he is likely to resign soon after the close of the financial year.

The Whips evidently regard the decision as final, for they have asked certain of the older members of the House to sound their colleagues as to the succession to the Speakership. Practically only two names are being discussed—Mr. Whitely and Sir Ernest Pollock. It is uncertain whether the former wants the post, to which he has a kind of claim, having served for so long as Chairman of Committees.

A CIVIL SERVANT. Another retirement of unusual note is that of Sir Courtney Peregrine Herbert, Clerk of the House of Commons, which is announced this week. It is nearly 20 years since he was appointed to the post which he has now resigned, but previously he had finished a great career in the Indian Civil Service. Born in 1841, Sir Courtney will be 80 years of age in June. A graduate of Balliol, he has held at some time or other most of the principal offices in the House and Indian Civil Service, and is still mentally alert as ever.

THE TURKS FOR THE TURKS. The Turkish delegates to the Reparations Conference in London were the last to leave here, and they are by no means satisfied with the terms on which the Allies are willing to allow them to work out their salvation. This is not surprising as the Turks seem to think the peace should count for nothing. As a matter of sober fact, they have been treated with great liberality. Turkey has regained much of what she lost under the Peace Treaty. Greece is dissatisfied, too. But if these peoples of the Near East are wise they will make the very best of the Allies' conditions, always remembering that this is a mundane and mutable world of affairs, and that no mortal man (including statesmen) can tell what may happen to alter any agreement in the course of ten or twenty years.

The concessions made to Turkey are especially moderate, all things considered. After what we have heard so often about "turning the Turks out of Europe, bag and baggage," it is certainly a remarkable modification of original intentions to allow the Sultan to continue at Constantinople. Only a nominal show of foreign military authority will be maintained there, although the Straits will not be under Turkish control again. It is hoped and believed in London that the British attitude of marked conciliation towards Turkey will have good effects on Moslem opinion in India. As all the world knows, the co-religionists of the Turks resident in India fought most gallantly against the Sultan's hosts and helped to defeat them in the war, but it is no part of their desire now to see Turkey wiped off the political map. This is, at all events, the way the position is viewed in this country.

The Sultan has been a standing joke for many long years in European diplomacy as the "Sick man of Europe," and it is really extraordinary how the invalid has recovered again and again when it was predicted his end had come. He has seen some mighty thrones tumbling down in ruins—and he is still very much alive beside the Bosphorus.—H.B.

INDO-CHINA

STEAM NAVIGATION COMPANY LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SANDAKAN	via Swatow	Wed.	27th April	Noon
SHANGHAI	via Swatow	Fri.	29th April	D'light
MANILA	via Ningpo	Fri.	29th April	3 p.m.
SHANGHAI	via Ningpo	Fri.	30th April	D'light
STRAITS & CALOUTTA	via Ningpo	Sat.	30th April	3 p.m.
BANGKOK	via Swatow	Sat.	1st May	D'light
SHANGHAI	via Swatow	Sat.	1st May	D'light
HAIPHONG	via Hoihow	Wed.	4th May	9 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained, and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

HAIPHONG LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala Lumpur, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE.—A regular service is running from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chaofo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Saturday, April 30th, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

TELEPHONE No. 316.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Des Hongkong
S.S. "GLENGLYLE"	9th May
S.S. "GLENOGLE"	15th May

HOMWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENIFFER"	about 25th May	GEOA, LONDON & ROTTERDAM.

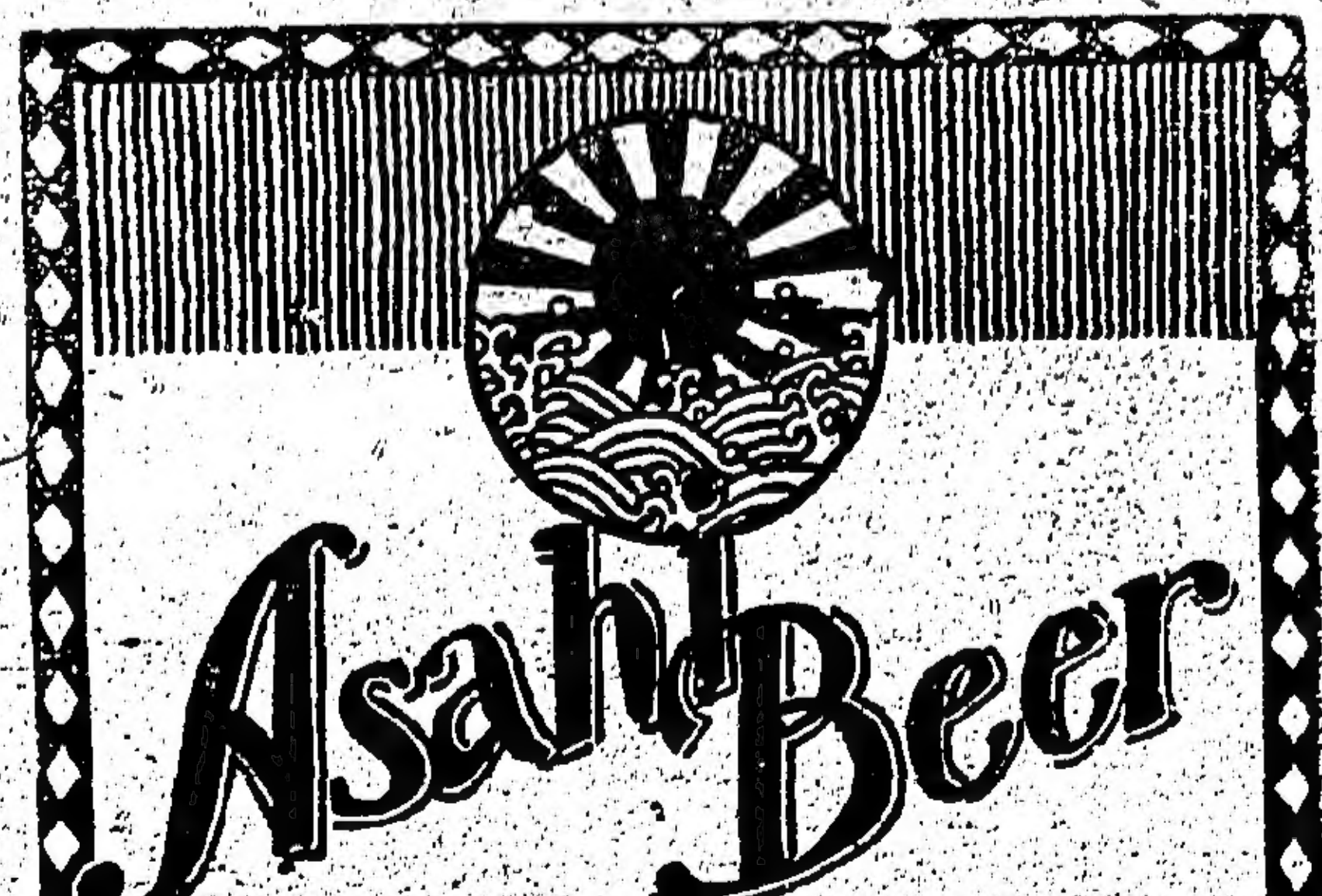
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CAPITAL PAID-UP ¥20,000,000

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Managing Director: Mr. MARUYA KAT

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ALWAYS READY FOR CHARTERS of all descriptions.

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Eleven steamers of 2,100 tons each deadweight
And under the Company's management
Twenty steamers of about 2,100 tons deadweight each.
Two steamers of about 2,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA
No. 2, Bussan, KOREA.

SHIPPING NEWS

ARRIVALS.

April 25th.
Kat Shing, British str., 2,332 tons, Capt. D. S. Rinner, from Calcutta and Singapore, with a general cargo.—J.M. & Co.

April 26th.
Asia, Chinese str., 607 tons, Capt. Lai-ho-tsky, from Saigon, with a general cargo.—Chinese.
Diveara, British str., 3,400 tons, Capt. T. P. Habb, from Bombay, with a general cargo.—Mackinnon Mackenzie & Co.
Fooler, Chinese str., 859 tons, Capt. Mitsuko, from Chefoo, with a general cargo.—Yue Tai Hong.

Georgia, French str., 777 tons, Capt. Waitnek, from Swatow, with a general cargo.—Russian Volunteer Fleet.
Honolulu Maru, Japanese str., 3,750 tons, K. Hirano, from Keelung, with a general cargo.—O.S.K.

Japan, British str., 3,837 tons, Capt. Munro, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.

Lara, Dutch str., 399 tons, Capt. J. M. van Hoen, from Canton.—Asiatic Petroleum Co.

Suisun, British str., 1,924 tons, Capt. A. Fraser, from Saigon, with a general cargo.—W. P. Shing.

Van Udon, Dutch str., 2,880 tons, Capt. F. Schelle, from Singapore, with a general cargo.—J.C.J.L.

Wing Sang, British str., 1,715 tons, Capt. A. Mitford, from Shanghai and Swatow, with a general cargo.—J.M. & Co.

CLEARANCES.

April 26th.
Boulder, for Nagasaki.
Chihai Maru, for Keelung.
Deranhu, for Singapore.
Genan Maru, for Takao.
Kwaiung, for Singapore.
Mingang, for Swatow.
Shimo Maru, for Shanghai.
Tai Sze Ma, for Hoihow.
Takung, for Hoihow.
Taming, for Amoy.
Wanchow, for Hankow.
Wingang, for Canton.
Yue Ting Wu, for Hoihow.

PASSENGERS.

ARRIVALS.

Per s.s. *Wing Sang*, on April 26th:—

Mrs. Barracough, Mr. and Mrs. Grey, Mr. Barker.

Per s.s. *Kat Shing*, on April 25th:—

Major G. Stoddart, I.A., Mr. A. H. Hinton, Mr. P. J. McDermott, Mr. W. R. John.

Per s.s. *Diveara*, on April 26th:—

Major G. M. Carr, General Stephenson, Mr. and Mrs. Madocry, Mr. M. H. Woutman, Mrs. S. W. Henry, Mr. Robertson.

Per s.s. *Van Udon*, on April 26th:—

Messrs. K. Weber, E. Hanold, Tabellou, A. Mayer, H. Stark, J. Schweinick, Miss A. U. Selhorst, Miss A. Marques, Mr. A. Visser, Mrs. Van Gennep, Mr. V. C. Haeg, Mr. Th. A. Huiderman, Mr. J. H. Tomkinson, Mr. J. A. Walker, Mr. Bruce Michie, Mr. P. de Bous, Mr. M. Heidler.

VESSELS EXPECTED.

Abercrombie (Admiral line), from Shanghai, due May 22nd.

Bellerophon (Blue Funnel line), due May 18th.

Bowen Castle (Barber line), Dodwell & Co., agents, from New York, due May 12th.

Edmore (Admiral line), from Shanghai, due May 23rd.

Hercules (Blue Funnel), due April 30th.

Hector (Blue Funnel), due May 1st.

Inaba Maru (N.Y.K.), from Japan, due April 26th.

Kaga Maru (N.Y.K.), from London for this port, due May 25th.

Kirin Maru (N.Y.K.), from Calcutta, due May 10th.

Lima Maru (N.Y.K.), from Hamburg, due April 28th.

Malacca Maru (N.Y.K.), from Calcutta, due April 29th.

Matsuyama Maru (N.Y.K.), from Dairen, due April 28th.

Merchaon (Blue Funnel), due May 8th.

Shidzuoka Maru (N.Y.K.), due May 12th.

Wenatchee (Admiral line), due May 1st.

ANOTHER FAST PASSAGE BY THE "VAN CLOON."

Referring to the publication in the *Daily Press* on Monday morning that the s.s. *Van Cloon* of the Koninklijke Paketvaart Mij (Royal Packet Navigation Co. of Batavia) for which the Java-China-Japan Line are the agents, covered the distance from Hongkong to Singapore on her last trip in 4 days, the company inform us that this steamer arrived in Hongkong yesterday morning at daylight having left Singapore last Thursday at 1 p.m., thus making the voyage this time in 4 days.

The *Van Cloon* sails from Hongkong for Singapore once a month, as shown in the advertisements appearing regularly in the *Daily Press*. She has excellent accommodation for 1st class passengers (single and double cabins), and every further comfort, while the passage-rate of \$150 to Singapore is exceedingly low in comparison with rates generally prevailing.

WEATHER REPORT.

April 26th at 11.37.—Pressure has increased moderately at Weihaiwei; other changes are slight. The depression remains over Tongking.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.94 inches against an average of 10.70 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.

Hongkong to Gap Rock S.E. winds, moderate; fair.

Formosa Channel The same as No. 1.

South coast of China between Hongkong and Lamook The same as No. 1.

South coast of China between Hongkong and Hainan The same as No. 1.

HONGKONG TIDE TABLE.

From April 17th to May 3rd, 1921.

HIGH WATER.		LOW WATER.	
Days of Week	Time	Days of Week	Time
Wed. 27	11.47	Thur. 28	11.31
Thur. 28	12.11	Fri. 29	12.04
Fri. 29	12.34	Sat. 30	12.58
Sat. 30	1.14	Sun. 1	1.40
Sun. 1	2.04	Mon. 2	2.18
Mon. 2	2.58	Tues. 3	3.18
Tues. 3	4.18		

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For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French medical authorities and superior to Turvey, steel drops and Penny royal. CHAPOTEAUT, 2, rue Vivienne, Paris. Sold by all Chemists.

VETARZO

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Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

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C.P.O.S.

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki, (Moji), Kobe & Yokohama

Steamer	From	Due
EMPEROR OF RUSSIA	Hongkong	Apr. 28 May 16
EMPEROR OF JAPAN	Hongkong	May 17 June 7
EMPEROR OF ASIA	Hongkong	May 26 June 13
EMPEROR OF RUSSIA	Hongkong	June 14 July 3
EMPEROR OF JAPAN	Hongkong	July 7 July 28
EMPEROR OF ASIA	Hongkong	July 21 Aug. 8
EMPEROR OF RUSSIA	Hongkong	Aug. 18 Sept. 5
EMPEROR OF JAPAN	Hongkong	Sept. 20 Oct. 11

Passengers to Europe are strongly urged to determine the exact date of the Atlantic crossing, and as far as possible, to leave Hongkong on the date of the crossing, as the Atlantic crossing is the most important factor in the determination of the date of the crossing. The Atlantic crossing is the most important factor in the determination of the date of the crossing. The Atlantic crossing is the most important factor in the determination of the date of the crossing.

For fares and other information please apply to HONGKONG OFFICE.

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S.S. "LAKE FARMINGDALE" ... sailing April 27th.

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For full information regarding rates, space, etc., apply to—

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Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU" ... sailing on or about 7th May.

S.S. "SAMARANG MARU" ... sailing on or about 3rd May.

FOR JAPAN:

S.S. "SAMARANG MARU" ... sailing on or about 3rd May.

S.S. "BORNEO MARU" ... sailing on or about 1st May.

For further particulars please apply to—

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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE FAIRWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
SHINTO MARU	22,000	April 27th
PERSEA MARU	22,000	May 14th
TAIYO MARU	22,000	May 21st
SIBERIA MARU	22,000	May 28th
YUNTO MARU	22,000	June 4th
KOREA MARU	22,000	June 11th

† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, Hilo, SAN FRANCISCO, SAN PEDRO, SALINA

ORU, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SHINTO MARU	14,000	May 15th
RAKUYO MARU	17,500	June 10th
CHOYO MARU	—	July 11th

* Cargo only. For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building, Tel. Nos. 2374 & 1574.

CHINA MAIL S.S. CO., LTD.

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S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,200 Tons

SAILING FROM HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" May 18th S.S. "NANKING" June 15th S.S. "NILE" July 13th

SAILING FROM HONGKONG for MANILA

S.S. "NANKING" June 4th

SAILING FROM HONGKONG for SINGAPORE

S.S. "CHINA" April 30th S.S. "NILE" June 25th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SUBRIDGE, FREIGHT & PASSENGER AGENT,

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REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAVA	Loading	3rd May	JAVA
TJILIWONG	JAVA	28th Apr.	3rd May	SHANGHAI
TJIKINI	JAVA	8th May	11th May	SHANGHAI
TJILEBOET	JAVA	8th May	21st May	JAVA

* Wireless Telegraphy. The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the

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JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings subject to alterations.

Loading For Sailing

"BOERBOE" May ... AMSTERDAM & HAMBURG ... 16th May.

"ALCOB" June ... ROTTERDAM & HAMBURG ... 2nd June.

"ALCHIBA" July ... AMSTERDAM & HAMBURG ... 20th July.

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NEW YORK via Suez

Subject to change without notice.

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"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

S.S. "KASENGA" ... 5th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to be undersigned.

THE BANK LINE, LTD.

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General Agents.

NEW YORK DIRECT

Joint Service of the

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AND

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(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK S.S. "CITY OF DUNKIRK" ... 27th Apr.

— do —

S.S. "KNIGHT COMPANION" ... 13th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD. HONGKONG
HONGKONG AND CANTON REIMS & CO., CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

For	Steamer	To Sail
SHANGHAI	"SOOCHOW"	On 28th April, Noon.
WUHAIR, CHEFOO & TIENTSIN	"KHEICHOW"	On 28th April, 4 P.M.
WUHAIR, CHEFOO, NINGPO & TIENTSIN	"RUICHOW"	On 29th April, 4 P.M.
SHANGHAI & TIENTSIN	"CHENAN"	On 30th April, Noon.
SHANGHAI & BANGKOK	"KANCHOW"	On 3rd May, 10 A.M.
AMOI, SHANGHAI & PUKOW	"SINKIANG"	On 3rd May, Noon.
SHANGHAI	"SUNNING"	On 5th May, Noon.
HOIHOW, PAKHOI & HONGKONG	"KAIFONG"	On 8th May, 10 A.M.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent "Saloon" accommodation. Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weeks), and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good accommodation for First-Class Passengers. Electric light and fans in staterooms and Saloons and Excellent cuisine.

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SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 8 to 10 Days)

Steamer	Departure	Arrival
"HAIHONG"	Capt. W. O. Passmore	WED. DAY, April, 27th, at 9 A.M.
"LAICHING"	Capt. A. H. Stewart	SATURDAY, April, 30th, at 2 P.M.
"HAILOONG"	Capt. W. Cooper	TUESDAY, May, 2nd, at 12 Noon.

* Calling at Swatow for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Black Pier).

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NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDEAN"	7,000	29th & 30th	Marseilles, London & Antwerp
"DEWARA"	8,000	27th April 3 P.M.	London & Antwerp
"DILWARA"	8,378	10th May	Singapore, Colombo & Bombay
"NAGOYA"	7,000	13th May	Marseilles, London & Antwerp
"PLASSY"	7,348	11th June	do.
"DELTA"	8,000	24th June	do.

BRITISH INDIA APCAR SAILINGS (South)

"TAKADA" 7,000 9th May Calcutta via Suez, Pango & Rangoon

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	6th May	Sandakan, Thursday Island
"ST. ALBANS"	8,000	25th May	Townsville, Brisbane
* Calls 1100 omits Sandakan			
			Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	8,000	28th Apr. 4 A.M.	Amoy, Shanghai & Kobe
"DILWARA"	8,400	27th Apr. 4 Noon.	Shanghai only.
"PLASSY"	7,348	14th May	Shanghai only.
"ST. ALBANS"	8,000	7th May	Japan direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSWAMI & DOWDALL, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

"ATLAS MARU" ... Saturday, 14th May.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"CHICAGO MARU" ... Sunday, 16th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Saturday, 30th April.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Sunday, 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

via Shanghai and Japan—fortnightly passenger service touching at

intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in con-

nection with Chicago-Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Thursday, 28th May.

NEW YORK via SUEZ—Regular monthly service via Japan Ports, San Francisco,

Panama Canal.

"SUMATRA MARU" ... Tuesday, 31st May.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" ... Tuesday, 31st May.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommo-

dation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"KAISO MARU" ... Sunday, 1st May.

TAKAGI via SWATOW & AMOI

"BOSU MARU" ... Thursday, 5th May.

For sailing dates and further particulars please apply to—

Tel. Nos. 744 & 745. H. YABUDA, Manager, No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Arr. Hongkong for Australia

"CHANGSHA" ... 28th April 11 A.M.

Sailings Subject to Alteration.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply

of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light

throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried

on board. Passengers are carried through to all Australian, New Zealand & Tasmanian Ports.

For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

For MANILA

S.S. "WENATONER" ... Sailing May 3rd.

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports)

Steamer	From Hongkong	Arrive Seattle
S.S. "CROSSKEYS"	Freight only April 10th	May 31st
S.S. "WENATONER"	May 14th	June 3rd
S.S. "EDMORE"	Freight only May 24th	July 10th
S.S. "WENATONER"	July 25th	Aug. 10th
S.S. "KEYSTONE STATE"	Aug. 3rd	Sept. 13th

S.S. "ABERCOS" ... For MANILA ... Sailing May 23rd.

FOR PORTLAND DIRECT

(Calling Kobe & Yokohama)

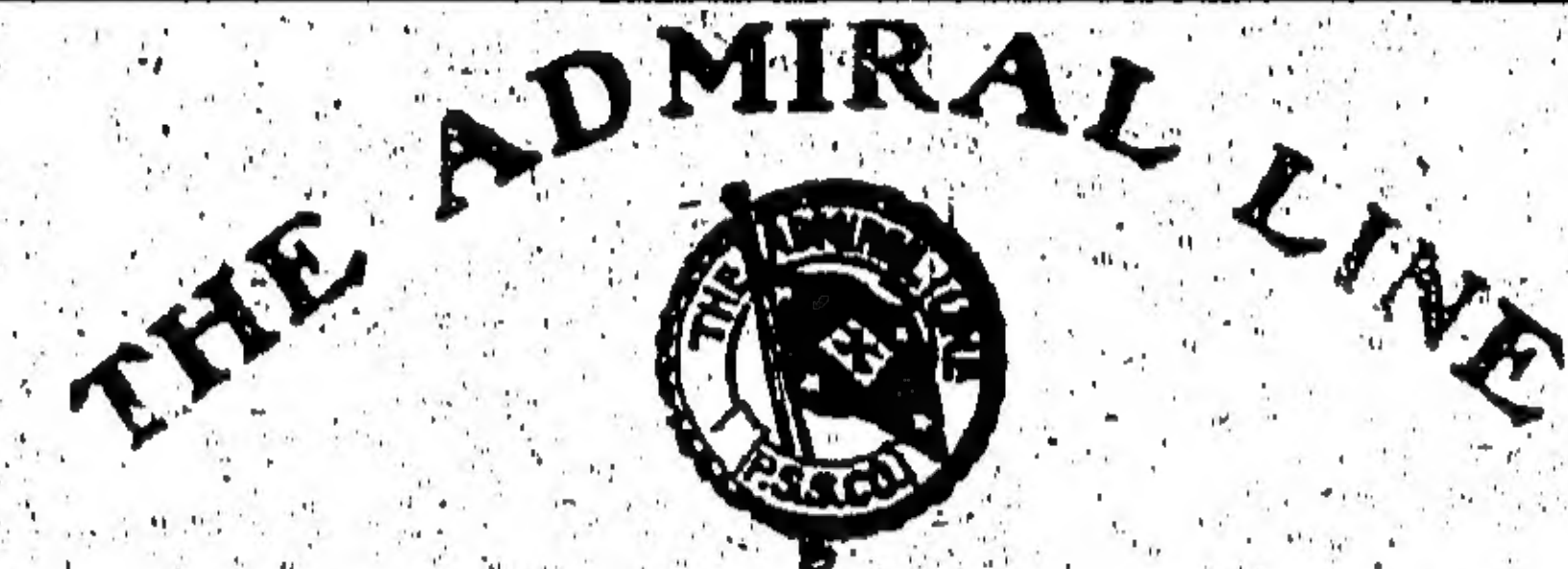
S.S. "MONTAGUE" Freight only April 25th ... June 4th.
S.S. "ABERCOS" calling at Shanghai & Japan Ports Sailing June 2nd.
Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON—SINGAPORE—SUMATRA

JAVA PORTS.

*OPERATING THE FOLLOWING U.S.S.B. STEAMERS

LAKE FARRAR ... May 2nd.

LAKE ONAWA ... May 18th.

Through bills of lading issued to all United States, Pacific Coast and

Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE,

5th Floor, HOTEL MANSIONS BUILDING.

Tel. Add. ADMIRALTY. Telephone 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WYTHEVILLE" ... to NEW YORK ... May 4th.

S.S. "WYNIAH" ... to NEW YORK ... June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.,

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. AGENTS. 5TH FLOOR.

HOTEL MANSIONS.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DEPARTURE SAILING DATE

SHANGHAI, KOREA & YOKOHAMA ... "ANDRE LEBON" 20,000 ... On or about 29th April.

"AMAZONE" ... 11,000 ... On or about 10th May.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

B. BODENFUHRER

Agent, Agent, Queen's Building.

Telephone 74.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & HARBOR.

"VICTORIA" ... May 3rd.

"HWAH PING" ... May 13th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Tel. 2407.

118, Commercial Road, Canton.

